Table 18.21-- ROADWAY CONGESTION FOR URBAN HONOLULU: 2017 TO 2020

Subject	2017	2018	2019	2020
Population (1,000s)	850	850	850	850
Auto commuters (1,000s) 1/	384	384	384	384
Daily vehicle-miles of travel (1,000s)				
Freeway	6,488	6,545	6,559	4,670
Arterial streets	3,267	3,344	3,314	2,360
Cost components				
Value of time ($/hour)	18.12	18.71	19.14	20.17
Commercial value of time ($/hour)	52.14	54.71	49.49	55.24
Gasoline ($/gallon)	3.07	3.84	3.66	3.54
Diesel ($/gallon)	4.04	4.21	4.26	4.16
Annual excess fuel consumed 2/				
Total fuel (1,000 gallons)	15,689	15,819	16,276	5,645
Fuel per auto commuter (gallons)	29	29	30	10
Annual delay 3/				
Total delay (1,000s of person-hours)	36,378	37,464	38,532	13,365
Delay per auto commuter (person-hours) 4/	64	66	68	24
Congestion cost				
Total cost ($ million)	5/ 794	833	850	308
Cost per auto commuter ($)	5/ 1,449	1,522	1,552	562

   1/ Number of travelers who begin a trip during the morning or evening peak travel periods (6 to 10 a.m. and 3 to 7 p.m.).

   2/ Increased fuel consumption due to travel in congested conditions rather than free-flow conditions.

   3/ The overall size of the congestion problem. Measured by the total travel time above that needed to complete a trip at free-flow speeds.

   4/ A yearly sum of all the per-trip delays for those persons who travel in the peak period (6 to 10 a.m. and 3 to 7 p.m.). This measure illustrates the effect of the per-mile congestion as well as the length of each trip.

   5/ Revised from previous *Data Book.*

  Source: Texas Transportation Institute, *2021 Urban Mobility Report* <http://mobility.tamu.edu/ums/report/> accessed June 2, 2022.